IN THE SPECIFICATION

Please replace the title appearing at page 1, line 2 with the following title:

RESERVOIR ~~THAT~~ TANK HAVING A BRACKET INTEGRATED ~~WITH~~ THEREWITH

Please replace the paragraph beginning at page 1, line 11, with the following rewritten paragraph:

This invention relates to a reservoir that a bracket is integrated with, more particularly, ~~to~~ a reservoir that is installed into engine compartments of vehicles.

Please replace the paragraph beginning at page 1, line 14, with the following rewritten paragraph:

Japanese Utility-Model Publication No. 6-16172 discloses a reservoir ~~to reserve~~ for various ~~oil~~ oils such as power steering oil for vehicles. ~~Although this~~ This reservoir comprises a tank made of synthetic resin and a bracket made of metal to attach the tank ~~with~~ to a body of the vehicle[[, a]]. A reservoir in which a tank and a bracket are integrally molded of synthetic resin is thus known.

Please replace the paragraph beginning at page 1, line 19, with the following rewritten paragraph:

Meanwhile, Japanese Laid-Open Patent Application No. 8-258668 discloses a method for protecting a pedestrian who is hit by a vehicle. The pedestrian is thrown up by a front bumper of the vehicle and ~~received by an~~ impacts the engine hood according to the method. ~~Then,~~ Thus, the shock of the pedestrian ~~collided to~~ upon collision with the engine hood is

relieved by deformation of the engine hood. That is, the engine hood is deformed downwardly by the collision ~~of~~ with the pedestrian, and functions as a shock absorber. Generally, a reservoir is arranged in an upward manner into an engine compartment, because of easy access for oil maintenance, and is rigidly fixed to a body of the vehicle. Therefore, the deformed engine hood collides with the reservoir, and further deformation of the engine hood is prevented by the reservoir. This means that ability of the engine hood to act as ~~the~~ a shock absorber for the pedestrian is deteriorated.

Please replace the paragraph beginning at page 2, line 7, with the following rewritten paragraph:

In view of the foregoing, it is an object of the present invention to provide improved reservoirs. In order to achieve the above and other objects, a first aspect of the present invention provides a reservoir to ~~reserve~~ hold fluid for a vehicle. The reservoir comprises a tank for ~~reserving~~ holding the fluid, a bracket integrated with the tank to install the tank in the vehicle, and an attaching portion arranged with the bracket. The attaching portion is configured so that the tank can be moved for the vehicle to absorb a force that acts to the tank when the tank receives force larger than a predetermined value.

Please replace the paragraph beginning at page 2, line 14, with the following rewritten paragraph:

A second aspect of the present invention provides another reservoir ~~to reserve~~ for a fluid ~~for~~ of a vehicle. The reservoir comprises a tank ~~reserving~~ holding the fluid, a bracket integrated with the tank to install the tank in the vehicle, an attaching portion arranged with the bracket to be fixed to the vehicle, and a connecting portion arranged with the bracket to connect the attaching portion to the tank. The connecting portion is configured so that the

tank can be moved for the vehicle to absorb a force that acts ~~to~~ on the tank when the tank receives a force larger than a predetermined value.

Please replace the paragraph beginning at page 3, line 13, with the following rewritten paragraph:

A reservoir ~~as~~ according to a first embodiment of the present invention will now be described with reference to Figs. 1-4. The reservoir that is arranged at an upper ~~place into~~ part in an engine compartment of a vehicle as one of the components of a power steering apparatus which mainly comprises a tank 1 and ~~a~~ first and ~~a~~ second brackets 2, 4. Oil for the power steering apparatus is ~~reserved~~ stored into the tank 1. The reservoir is fixed to a body of the vehicle in the engine compartment by the brackets 2, 4 and by bolts 9 as fixtures. ~~Material~~ The material used for ~~of~~ the tank 1 and brackets 2, 4 is a synthetic resin, and the brackets 2, 4 are integrally molded with the tank 1.

Please replace the paragraph beginning at page 3, line 21, with the following rewritten paragraph:

The first bracket 2 is horizontally formed on an upper portion of the tank 1. The first bracket 2 comprises a first attaching portion 29 and a first connecting portion 25 that connects the tank 1 to the first attaching portion 29. A through hole 219 in which the bolt 9 is inserted is formed in the center of the first attaching portion 29. Plural arc-shaped concavities (four in this embodiment) 221 are formed on the first attaching portion 29 around the through hole 219 concentrically. As the result, a boss portion 21 around the through hole 29, a flange portion 23 located at the outside of the arc-shaped concavities 221 and rib portions 24 connecting the flange portion 23 to the boss portion 21 are formed on the attaching portion 29. The flange portion 23 is continued to the tank 1 along both edges of the first connecting

portion 25 and the middle of them. The first connecting portion 25 is separated by the continued flange portions and ribs connecting them so that plural concavities (six in this embodiment) are formed on the first connecting portion 25. The above-described first bracket 2 functions as a shock absorber for force acting on the reservoir. That is, when the tank 1 receives an excessive force (larger than a predetermined value) of its side direction, plastic deformation furthermore subsidiary fracture occur at the rib portions 24 and plane portions 22 that are thin bottoms of the arc-shaped concavities 221, which are located between the flange portion 23 and the boss portion 21. The excessive force that the tank 1 receives is absorbed by the plastic deformation or the subsidiary fracture of the rib portions 24 and the thin plane portions 22.

Please replace the paragraph beginning at page 4, line 15, with the following rewritten paragraph:

Meanwhile, as showing by Fig. 1, a notch 3 is formed at a middle of the first connecting portion 25. That is, the section modules of the connecting portion 25 in ~~its~~ a side view thereof (the longitudinal direction) are decreased at the portion where the notch 3 is formed. ~~Longitudinal~~ The longitudinal location of a vertex of the notch 3 accords with the location of one of the ribs defining the concavities on the first connecting portion 25. Therefore, according to the first bracket 2, the first connecting portion 25 functions as a shock absorber for a force ~~of~~ applied in a direction that is parallel to the line O_1-O_1. That is, when the tank 1 receives excessive force (larger than a predetermined vale) ~~of its ups and downs~~ in an up and down direction, plastic deformation ~~furthermore~~ of the subsidiary fracture ~~occur~~ occurs at notch 3 of the first connecting portion 25. The excessive force that the tank 1 receives is absorbed by the plastic deformation or the deformation of subsidiary fracture at the notch 3 of the first connecting portion 25. Further, because the section modules of the

connecting portion 25 are small at the notch 3, stress concentration occurs at the notch 3 rather than a root 27 of the first connecting portion 25. Therefore, not the root 27 but instead the notch 4 of the first connecting portion is fractured by the excessive force. If the connecting portion 25 is fractured at the root 27, the tank 1 also may be broken up. Breakage of the tank 1 causes of oil leak. However, according to the above-described first bracket 2, the connecting portion 25 is not fractured at the root 27. Therefore, an oil leak is prevented, even if the tank 1 received the excessive force.

Please replace the paragraph beginning at page 5, line 8, with the following rewritten paragraph:

Similarly, the second bracket 4 is vertically formed on a middle portion in the vertical direction and a side in the horizontal direction of the tank 1. The second bracket 4 comprises an second attaching portion 49 and a second connecting portion 45 that connects the tank 1 to the attaching portion 49. A through hole 419 in which the bolt 9 is inserted is formed in the center of the second attaching portion 49. Plural arc-shaped concavities (four in this embodiment) 421 are formed on the second attaching portion 49 around the through hole 419 concentrically. As the result, a boss portion 41 around the through hole 419, a flange portion 43 located at the outside of the arc-shaped concavities 421 and rib portions 44 connecting the flange portion 43 to the boss portion 41 are formed on the second attaching portion 49. The flange portion 43 is continued to the tank 1 along both edges of the connecting portion 45. The above-described second bracket 4 functions as a shock absorber for force acting on the reservoir. That is, when the tank 1 receives an excessive force (larger than a predetermined vale) ~~of its~~ in a side direction, plastic deformation[[,]] ~~furthermore~~ of the subsidiary fracture ~~occur~~ occurs at the rib portions 44 and plane portions 42 that are thin ~~bottoms~~ bottom portions of the arc-shaped concavities 421, which are located between the flange portion 43

and the boss portion 41. The excessive force that the tank 1 ~~received~~ receives is absorbed by the plastic deformation or by the subsidiary fracture of the rib portions 44 and the thin plane portion 42.

Please replace the paragraph beginning at page 6, line 1, with the following rewritten paragraph:

With reference to Fig. 4, when an engine hood is downwardly deformed by ~~receiving~~ being impacted by a pedestrian who is thrown by a front bumper of a vehicle, the impact strength that makes the engine hood ~~be~~ become further deformed acts ~~to~~ on the tank 1 as shown by an arrow P. Then, a force as shown by an arrow F acts at the second attaching portion 49. This ~~F direction~~ directional force causes the plastic deformation or the subsidiary fracture of the rib portions 44 and the thin plane portions 42 because the tank 1 is turned around the line O2 - O2 as shown an arrow T1 by the plastic deformation or the subsidiary fracture of the notch 3. As the result, the flange portion 43 which is connected with the tank 1 and the boss portion 41 which is fixed by the bolt 9 ~~become to be~~ are able to move relatively in order to absorb the force acting on the reservoir. ~~Further more~~ Furthermore, the P direction force causes the plastic deformation or the subsidiary fracture of the rib portions 24 and the thin plane portions 22 because the tank 1 is inclined in the direction as shown by an arrow T2. As the result, the flange portion 23 which is connected with the tank 1 and the boss portion 21 which is fixed by the bolt 9 ~~become to be~~ is able to move relatively in order to absorb force acting on the reservoir.

Please replace the paragraph beginning at page 6, line 16, with the following rewritten paragraph:

According to the above-described reservoir, since the impact strength acting to the tank 1 is absorbed by the plastic deformation and subsidiary fracture of the first and/or the second brackets 2,4, ~~damage~~ the injury that the pedestrian who is thrown up the engine hood of the vehicle receives is reduced. Further, since the tank 1 can be turned because of the plastic deformation and subsidiary fracture of the first and/or the second brackets 2, 4, further deformation of the engine hood is not prevented by the tank 1. Namely, the tank 1 not only has a shock-absorbing function itself and but also does not prevent a shock-absorbing function of the engine hood. Therefore, the pedestrian who is hit by the vehicle and thrown up on the engine hood can be protected.

Please replace the paragraph beginning at page 7, line 2, with the following rewritten paragraph:

A reservoir as a second embodiment of the present invention will now be described with reference to Fig. 5. Because only the second bracket 4 of the first embodiment is different ~~with the same of~~ from the second embodiment, ~~a~~ the second bracket 5 of the second embodiment will be described and a description for ~~others~~ all other structure will be omitted. The second bracket 5 is vertically formed on middle in the vertical direction and side in the horizontal direction of the tank 1. The second bracket 5 comprises a second attaching portion 59 and a second connecting portion 55 that connects the tank 1 to the second attaching portion 59. A through hole 519 in which the bolt 9 is inserted together with a collar 91 is formed in the center of the second attaching portion 59. Plural arc-shaped concavities (two in this embodiment) 521 are formed on the second attaching portion 59 around the through hole 519 concentrically. As the result, a boss portion 51 around the through hole 519, a flange portion 53 located at the out side of the arc-shaped concavities 521 and rib portions 54 connecting the flange portion 53 to the boss portion 51 are formed on the second attaching

portion 59. The flange portion 53 is continued to the tank 1 along both edges of the second connecting portion 45. A slit 6 that is continued to the through hole 59 is upwardly formed at the second attaching portion 59. ~~A~~ The width of the slit 6 is defined to be slightly narrower than the diameter of the collar 91. The above-described second bracket 5 functions as a shock absorber for impact strength from an impact in the direction shown by the arrow P. That is, when the tank 1 receives excessive force (larger than a predetermined value) ~~of its~~ in the ups and ~~downs~~ down direction thereof, the bolt 9 and the collar 91 are detached from the through hole 519. Then, the second attaching portion 59 is deformed so as to be widened ~~so~~ such that the collar 91 goes through the same, and the collar 91 slides on the slit 6. Therefore, the impact strength that the tank 1 receives is absorbed by the deformation of the attaching portion 59 and the friction between the collar 91 and walls defining the slit 6. Further, because the bolt 9 is detached from the through hole 519, the tank 1 ~~becomes~~ is being able to be turned. Therefore, further deformation of the engine hood is not prevented by the tank 1.

Please amend the Abstract at page 14 as follows: